

Congressman DeSaulnier's Energy Transition Roundtable Discussion

April 1, 2021

Our nation is confronting a series of significant hurdles that are all interconnected: climate change, crumbling infrastructure, and job insecurity. All of these crises deserve immediate and bold action. The solution is combining our goals of achieving a near-zero carbon transportation system and creating a world-class, connected rail network while providing a meaningful transition for the fossil fuel workforce whose jobs are already precarious due to the shift away from dirty energy and while promoting environmental justice in communities that are disproportionately impacted by the fossil fuel industry. Congressman DeSaulnier's initiative is broken down into four main pieces: 1) providing community-based approaches to worker support and training; 2) providing funding for electric-vehicle infrastructure development; 3) prioritizing low-carbon, smart, inter-connected corridors; and 4) reinvesting in public transportation through high density transit-oriented development.

Community-Based Worker Supports

Developing grants for localities/municipalities to develop transition plans for workers and the community from traditional energy sectors.

- Eligible entities must establish industry or sector partnerships, including with industry representatives, labor unions, higher education institutions, state/local government, economic development agencies, and nonprofit and community-based organizations.
- Grant funding must be used to develop a transition plan and to support existing apprenticeship programs.
- Transition plans must include assistance for accessing all applicable federal and state aid for displaced workers, including unemployment insurance, job transition training, and community services. The plan may also include assistance for supplemental aid such as bridges to retirement, wage insurance, and significant career change training.
- DeSaulnier Bills: *Protecting Workers for a Clean Future Act (H.R. 1817)*; *Jobs for a Carbon Free Transportation System Act (introduction pending)*

Building Out Electric Vehicle (EV) Charging Infrastructure

Creating a federal program to accelerate the expansion of EV charging infrastructure

- Provides \$3 billion in direct funding over the next decade to construct and install EV and hydrogen fuel cell infrastructure.
- Emphasizes the need for charging infrastructure in goods-movement corridors, first- and last-mile freight near ports and freight hubs, and communities disproportionately affected by GHG emissions.
- DeSaulnier Bill: *Clean Corridors Act (H.R. 2012)*

Prioritizing "Low Carbon Corridors"

Creating a federal grant program that provides funds to states/regions/localities to create "Low Carbon Corridors."

- Grant recipients will have the flexibility to create these corridors to suit the needs of the region, but they must focus on creating the lowest possible carbon footprint, transportation inter-connectivity, and infrastructure reinvestment.
- Grant recipients must follow all Davis-Bacon and Davis-Bacon-related labor provisions.
- Eligible applicants must show they can create a connected systems-management corridor that connects the public transportation system, rail, and roadways. They must also be able to incorporate low carbon and investment mechanisms within corridors (e.g., HOT lanes, value capture, TOD/high density, carbon fees, AV/EV lanes, etc.).

- DeSaulnier Bill: Jobs for a Carbon Free Transportation System Act (introduction pending)

Incentivizing Better-Connected Communities

Developing a national value capture program to reinvest in public transportation through high density transit-oriented development.

- Creates federal value capture TIF (tax increment financing) districts and would use capital gains from properties sold within the district in conjunction with transit-oriented development (TOD) private activity bonds guaranteed by DOT/Treasury to reinvest in the public transportation system.
- Provides technical assistance grants to develop value capture mechanisms.
- Requires a national database of value capture best practices for state and local value capture mechanisms that promote greater investment in public transportation and affordable TOD.
- Encourages/incentivizes affordable TOD, mobility, public transportation, and dense transit hubs.
- If the community executes the plan in good faith, but not all workers are successfully transitioned, the federal government will provide a job guarantee and additional training.
- DeSaulnier Bill: Jobs for a Carbon Free Transportation System Act (introduction pending)

Community Input

Below is the list of community meetings Congressman DeSaulnier has had on this topic:

Labor

- California Building and Construction Trades Council
- Contra Costa Building and Construction Trades Council
- Contra Costa Central Labor Council
- International Brotherhood of Boilermakers
- United Steelworkers
- International Association of Iron Workers

Environment

- Citizens' Climate Lobby
- NRDC
- Bioenergy Association of California
- Sierra Club
- San Francisco Bay Keeper
- Sunflower Alliance

Local Government

- Contra Costa County Administrator
- Contra Costa County Supervisors
- Mayors from Martinez, Richmond, Pittsburg, San Pablo, El Cerrito, Walnut Creek
- State Assemblymember Grayson
- CA High-Speed Rail Board Members
- Contra Costa Mayor's Conference

University

- UC Berkeley Labor Center
- UC Berkeley Haas School of Business
- UC Berkeley Transportation Sustainability Research Center

Additional Outside Stakeholders

- East Bay Leadership Council
- Industry Representatives